

UNITED STATES ARMY  
CENTER OF MILITARY HISTORY

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INTERVIEW OF  
ALAN WALLACE  
Fire Fighter, Fort Myer Fire Department

NEIT 218

CONDUCTED BY  
MR. SHELLENBERGER  
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AT  
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## P R O C E E D I N G S

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**MR. SHELLENBERGER:** -- l-l-e-n-b-e-r-g-e-r. Today

I'm talking to a Mr. Alan Wallace who is a fire fighter with the Fort Myer Fire Department.

Now Mr. Wallace, can you tell me a little bit about your life up to being hired here at Fort Myer?

**MR. WALLACE:** Yeah. I was a Navy veteran for four and a half years. Is it working?

**MR. SHELLENBERGER:** Oh yeah, it's working.

**MR. WALLACE:** I was a Navy veteran for four and a half years. I was in Vietnam in 1968. My job title was hospital corpsman. I was trained to work in an operating room. And that's what I worked at most of the time when I was in the Navy was in surgery.

I got out of the service in 1970 and was married for 24 years, had two children, did a variety of jobs.

A lot of them had to do with construction, plumbing. I was in a carpenters union.

I got hired by the federal government working for the Air Force as a fire fighter in 1981. Worked there in Columbus, Ohio until 1993 until I was transferred to

1 Fort Myer as a civilian and continued on with the  
2 Department of Defense as a federal fire fighter.

3 **MR. SHELLENBERGER:** Were you a fire fighter before  
4 you entered into federal service in Columbus?

5 **MR. WALLACE:** I was a volunteer for 17 years.

6 **MR. SHELLENBERGER:** So you already pretty much had  
7 all the training you needed?

8 **MR. WALLACE:** I had a lot of training, yeah.

9 **MR. SHELLENBERGER:** Have you ever been on fire as  
10 phase one on 9/11?

11 **MR. WALLACE:** No, that was the biggest incident  
12 I'd ever been involved in.

13 **MR. SHELLENBERGER:** Do you train with the other  
14 fire departments around the area here like Arlington  
15 County?

16 **MR. WALLACE:** Yeah, a little bit. We use their  
17 facilities from time to time.

18 **MR. SHELLENBERGER:** So you train on them, you  
19 don't train with them?

20 **MR. WALLACE:** Not too much. We don't drill with  
21 them, I'll say it that way. We don't have a lot of

1 coordinated drills where we are actually working with  
2 and coordinating our department with theirs in training  
3 or drills.

4 **MR. SHELLENBERGER:** Do you have work with the fire  
5 department over on Reagan National Airport?

6 **MR. WALLACE:** Well --

7 **MR. SHELLENBERGER:** Also, because you work with  
8 aircraft at the Pentagon.

9 **MR. WALLACE:** I never have since I've been here.  
10 However, they were available on September 11 to help us  
11 at the incident at the Pentagon. We actually had two  
12 of their major air field vehicles there.

13 **MR. SHELLENBERGER:** Do you train quite a bit for  
14 aircraft or just for helicopters?

15 **MR. WALLACE:** I think here at Fort Myer we're more  
16 concerned about the rotary wing than the helicopter  
17 type --

18 **MR. SHELLENBERGER:** Rotary wing?

19 **MR. WALLACE:** -- helicopter type aircraft. We  
20 don't have facilities to land fixed wing at the  
21 Pentagon.

1           **MR. SHELLENBERGER:** And you work here and at the  
2 Pentagon also?

3           **MR. WALLACE:** Yeah, yeah. We have -- during the  
4 week unless it's a holiday or like Christmas or  
5 something like that, during the week we will have a  
6 crew assigned to the Pentagon heliport station. And  
7 they'll be down there usually by 7:30. And they will  
8 remain there throughout the day as long as there's  
9 flying there.

10          **MR. SHELLENBERGER:** And was that your duty station  
11 today?

12          **MR. WALLACE:** That day?

13          **MR. SHELLENBERGER:** Yes.

14          **MR. WALLACE:** That's correct, yeah.

15          **MR. SHELLENBERGER:** And you were fairly close to  
16 the where the impact of the airplane was, were you not?

17          **MR. WALLACE:** Yeah.

18          **MR. SHELLENBERGER:** Could you tell me a little bit  
19 about what you were doing and what led up to that  
20 incident? Did you hear about the World Trade Center at  
21 the time?

1       **MR. WALLACE:** Yeah. We had heard about the World  
2 Trade Center attacks. I was reading a book. I had  
3 pulled the fire truck out of the station and parked it  
4 where you see in the pictures if you see the pictures  
5 -- it was outside the fire station.

6       I was reading a book in the back of the apparatus  
7 area. The apparatus door for the fire house was up, it  
8 was open. Mark Skipper (phonetic) comes into the room  
9 and tells me that there's been a -- a plane has crashed  
10 into one of the World Trade Center buildings in  
11 Manhattan.

12       So I got up and walked in and looked at the TV for  
13 a few minutes. I don't usually watch TV. And while I  
14 was watching it, another plane hit the south building  
15 -- or hit the other building. And at that point I  
16 guess they were pretty certain that it was some type of  
17 attack, a terrorist attack.

18       So shortly after that I guess the fire chief  
19 called down to the fire house and talked to the three  
20 of us. He talked to -- Dennis Young answered the  
21 phone, and I would only imagine he told Dennis the same

1 thing that a few moments later he told me. He asked to  
2 speak to me.

3 Told me -- he asked me if we were aware of the  
4 World Trade Center attacks and I said yes. And he said  
5 there's a very likely chance that Washington, D.C.  
6 could be a target and that he wanted us to pay  
7 attention to what was going on, stay on our toes, be  
8 alert. And then he asked for Mark Skipper to come to  
9 the phone.

10 So Mark -- I'm sure he spoke the same information  
11 to Mark. So then we hung up the phone. Mark and I  
12 started doing something around the fire truck. I would  
13 imagine this was probably quarter after 9:00, you know,  
14 maybe around 9:30 or so, may not quite that late, but  
15 it was definitely after the second World Trade Center  
16 attack.

17 And Mark and I had been working at the rear, the  
18 right rear of the fire truck. Mark was showing me  
19 something about the foam metering valves in that  
20 compartment there. It was just the fire fighting  
21 system compartments.

1       And we had just left that -- he had jumped down  
2 out of there and he closed the door of the compartment  
3 and he and I began to walk up along the right side of  
4 the crash truck, the fire truck that's assigned there  
5 at the Pentagon.

6       And we were walking to the front of the truck.  
7 And sometime after we passed the right front corner of  
8 the truck we were just, I don't know what we were  
9 talking about, we were very close, you know, within an  
10 arm's reach of each other.

11       And somewhere in that area in front of the truck I  
12 just happened to look up to my left and see the  
13 airplane right there just a couple hundred yards away.

14       And it was coming after us. It was coming at us. So  
15 I yelled to Mark, "Let's go" I believe. I believe that  
16 is what I said. And so I ran and Mark ran. I didn't  
17 see which way Mark ran. And later I asked him about  
18 that, if he saw which way I ran and he said, "No."

19       So I can tell you that my thoughts were that I  
20 knew that as I was running I thought to myself, "Now  
21 it's happening here. Now we are being attacked here in



1 the Washington area."

2 In addition to that, we're talking about a second  
3 and a half here now, okay? They talk about having your  
4 life go by, you know, as you see something like this  
5 happen, in slow motion. I don't think I experienced  
6 that. But it seemed like I had a lot of time to think  
7 about things. And, in fact, I had about a second and a  
8 half, from the time we saw the plane and until it hit  
9 the building.

10 So during that time that's one of the things that  
11 crossed my mind. The other thing that crossed my mind  
12 is I knew I was going to be on fire very soon. And my  
13 thoughts were to run as far as I could until I caught  
14 on fire and then I would hit the ground, and then after  
15 that I would do whatever I thought of, you know,  
16 whatever came to mind.

17 At that point when I felt the blast and the fire  
18 and everything that's when I did dive forward and it  
19 just happened to be right beside a nine passenger Ford  
20 van which was parked beside the fire house facing  
21 north. I immediately crawled underneath the van and

1     crawled to the front of the van.

2             As I recall, there was an enormous amount of  
3     pressure and a lot of heat that was coming underneath  
4     the van so I decided maybe I ought to get out of there.

5     So I continued on out the front of the van. And I  
6     guess probably about that time that was about the end  
7     of the explosion and the amount of debris that was  
8     being projected away from the building.

9             So I ran out into the field where Mark was. I  
10    don't think he moved until I got out there where he  
11    was. And I asked Mark if he was okay and he asked me  
12    if I was okay. And I honestly think at that time -- I  
13    told the story differently when I would tell it to  
14    people. I first told people that I asked him, "Can you  
15    work?" and he said, "Yeah." And I said, "Can you get  
16    your gear on?" and he said, "Yeah." And I said, "Get  
17    your gear on, I'm going back to the fire truck."

18            I honestly think what I said though was, after I  
19    said, "Are you okay?" he said, "Yeah." I said, "Get  
20    your shit on, I'm going to the fire truck. We've got a  
21    lot of work to do. I'm going to the fire truck." So I

1 left Mark and ran back to the fire truck, jumped in the  
2 passenger side door.

3 For your information, the fire truck is very  
4 similar to the one you see sitting out in front of the  
5 fire house.

6 **MR. SHELLENBERGER:** What type of fire truck is  
7 that?

8 **MR. WALLACE:** It's --

9 **MR. SHELLENBERGER:** Is that a normal --

10 **MR. WALLACE:** Yeah, it's a Titan 150 I think.

11 It's made by a company in Ocala, Florida. The name of  
12 the company is Emergency One, E-One is their nickname.

13 I believe they are the largest manufacturer of  
14 emergency vehicles in the world right now. It's a  
15 pretty good machine.

16 And the one we've got out here has actually got a  
17 lot more accessories than the one we had that was  
18 destroyed at the Pentagon. So my intentions were to  
19 the get the fire truck because that's what it's there  
20 for is fire protection, pull the fire truck away from  
21 the building and turn it over to the left and take it

1 over to the impact site where the blast occurred and  
2 dump the foam and water agent that's carried on the  
3 truck into the blast site.

4 I at some point picked up the radio headsets and  
5 put those on, pushed the buttons to start the truck.  
6 It started immediately. I pushed the brake off, yanked  
7 it gear and tramped the accelerator and it just  
8 wouldn't -- the engine speed never left idle. It just  
9 set there. It never moved.

10 So I did this several times. I moved the  
11 transmission selector several times thinking I'd done  
12 something wrong or out of sequence. And at some point  
13 while I was in there I called Fort Myer to tell them  
14 that we had had a commercial airliner strike the west  
15 side of the Pentagon.

16 This is exactly what I said. Once again I said,  
17 "Foam 161 to Fort Myer. We've had a commercial  
18 airliner strike the west side of the Pentagon at the  
19 heliport. The heliport crew is okay with minor  
20 injuries. The aircraft was a 320 air bus or a 757  
21 Boeing."

1 I immediately took the headsets off, threw them  
2 into the dash, stepped over the radios and began to get  
3 out of the truck. At that point there was a -- maybe a  
4 police officer who was wearing black like the Pentagon  
5 S.W.A.T. are the guys that wear black.

6 **MR. SHELLENBERGER:** Right.

7 **MR. WALLACE:** They asked me if we had a breathing  
8 apparatus. So I handed him one. My friend Mark was  
9 there and he had been yelling for me to get out of the  
10 truck. The whole back of the truck was blazing. There  
11 was an enormous amount of smoke coming through the cab  
12 of the truck. And I think the seat that I was sitting  
13 on, the side of the seat was on fire.

14 So I gave Mark a breathing apparatus and there was  
15 still a third one in the truck. And I eventually  
16 removed it but not for probably about a half hour.

17 I took my helmet at that point and threw it out of  
18 the truck. I grabbed a lantern and set it on the  
19 floor, or on the seat beside the officer's seat, and I  
20 grabbed my mask out of the cab and I got down out of  
21 the truck and I reached around and took the lantern, my

1 face piece, picked up my helmet and put them in an area  
2 over by the corner of the fire house that was  
3 relatively out of the way.

4 I mean, it was a place where I could put it until  
5 I needed it later. I went into the fire house to put  
6 my fire pants and boots on, and about this time I heard  
7 a man who was at the Pentagon working -- as it turned  
8 out, he was helping people get out of the building  
9 there, out of these first floor windows.

10 And as I ran into the fire station I heard this  
11 man yell, "We need help back here." So at this point  
12 Dennis and Mark and I, I believe, were together and  
13 stayed together until we pretty much removed the people  
14 from this area or helped them get out of the building.

15 So when I saw that my boots were full of rocks and  
16 trash and everything else, quite a bit of debris, I  
17 chose to -- maybe more so because I heard this guy  
18 yelling that he needed help, I chose to leave the  
19 boots. I figured I could put them on later.

20 So the three of us ran behind the fire truck and  
21 began to help this fellow who in my opinion was in

1 charge of this operation. And I have yet to hear  
2 anything about this guy.

3 And once again, I will describe what he looked  
4 like. He was tall, probably 35 or 40 years old, white  
5 male, rugged looking fellow, good physical shape,  
6 probably an active duty service member. He was wearing  
7 a black polo shirt with a red monogrammed -- some type  
8 of emblem over the breast pocket. There was no pocket  
9 on the shirt. He was wearing black blue jeans. In my  
10 opinion he was instrumental in helping people get out  
11 of the building.

12 So if you can mention that, I think that ought to  
13 be mentioned.

14 **MR. SHELLENBERGER:** Okay.

15 **MR. WALLACE:** I did, however, talk to him after we  
16 had been in the triage area for a while. We were  
17 actually walking over to the crash area because I  
18 wasn't to see the rest of our fire fighters and let  
19 them know that we were okay. And I got this guy's  
20 name.

21 It was -- it wasn't John or Jim or Tom or anything

1    like that.  It was like Milton or Wendell or something  
2    like that.  And I probably wouldn't recognize him if I  
3    saw him.

4           So I was saying the three of us were involved in  
5    that operation for maybe five minutes.  I don't think  
6    any longer than ten minutes.  And all we were pretty  
7    much doing was we'd reach up and get the next person  
8    and the four or five of us -- these people seemed to be  
9    all big and fat.  I mean, all of them were.

10          They were real -- some of them had -- all of them  
11    I think had burns.  A lot of the clothing that they  
12    would have been wearing for that day for that day's  
13    work was the type of material that was relatively  
14    flammable, combustible.  A lot of the material of the  
15    clothing that they were wearing had been consumed by  
16    the fire and the blast, the flash, whatever.

17          But we would just, you know, three or four of us  
18    would grab a hold of one person and lower them down to  
19    the ground.  And then as were doing this there's other  
20    people coming around there to see -- first of all, for  
21    the curiosity I think to see what has happened and then



1 realized there's a need there to help.

2 And then we had an enormous amount of people come  
3 in there to help with these people that we were lifting  
4 out of the building. So that helped us so we didn't  
5 have to carry as many people away from the building.

6 **MR. SHELLENBERGER:** How far is the first floor  
7 windows from the ground?

8 **MR. WALLACE:** I'd say five and a half feet. I  
9 actually looked at that later on. Five and a half feet  
10 to the bottom of the window. The windows had metal  
11 frames in them I believe. And I think that's how Mark  
12 and I had these symmetrical linear looking striped  
13 burns on our arms.

14 We both had burns in the same place. It might  
15 have been when we were touching this window because we  
16 already had first-degree burns from the flash back  
17 here, the back of my neck. This arm was scraped up  
18 from where I slid underneath the van. But both arms  
19 had first-degree burns.

20 And then this arm on me had these just stripes  
21 like somebody had hit me with about a half inch or a

1 three-quarter inch wide whip or something. And Mark  
2 has very similar burns on his arms. We think that  
3 might have come from contacting this hot window.

4 But we continued to take the people out of the  
5 building there with the help of other people also. And  
6 then eventually I guess there was nobody else there to  
7 come out. So I guess it was time for me to go get my  
8 fire pants on, so I picked them up, kicked the junk  
9 away from them and dumped them out as best I could and  
10 I put them on and there were still pieces of tempered  
11 glass, tiny pieces of plywood that were burnt.

12 I finally took it all out and dumped it on the  
13 tile floor in the kitchen later on that night and swept  
14 it up and put it in a little film can as a souvenir,  
15 you know, just a half a dozen pieces of junk that was  
16 still in the boots.

17 But I put the boots and pants on. While my stuff  
18 was laying the apparatus area I think a piece of maybe  
19 something was on fire from the aircraft landed on --  
20 there's several holes in the pants where the pants were  
21 burned. The material that the fire pants is made of is

1 relatively fire resistant.

2       However, the suspenders are elastic and they  
3 caught on fire and one whole half of the suspender  
4 burned. I think it just burned in both directions. It  
5 burned right up to the fire pants and stopped burning.

6       But I did get my pants and boots on and I put my coat  
7 and sock coat on.

8       I grabbed two fire extinguishers. One was a  
9 carbon dioxide fire extinguisher, which turned out to  
10 be about more than half empty. And the other one was a  
11 20 pound purple K potassium bicarbonate agent fire  
12 extinguisher. I sprayed the carbon dioxide on the fire  
13 truck as I walked around the back end of it, and it  
14 didn't seem to do any good. And it was almost empty so  
15 I discarded that.

16       I also had picked up a lantern, a big orange  
17 lantern. When you see the truck you'll see them. I  
18 proceeded to go around the back of the fire truck and  
19 into this area that had a door there just to the south  
20 of where the fire truck was parked. I have never seen  
21 these doors open.

1        But I think what had happened -- they were huge,  
2        big, wooden doors and they're all around the building.  
3        These doors did not have any handles on them as I  
4        recall on the outside. And there was like a set of  
5        steps, maybe two or three steps high that went up to  
6        this area though that went right up to the doors.  
7        These doors were completely gone. They were probably  
8        blown out of the building.

9        Then I walked in the building there and used the  
10       fire extinguishers some and made contact with some  
11       people. I was talking to them. I do not remember  
12       actually making physical contact with them. They did  
13       not seem to be in any distress. I just kept talking to  
14       them.

15       And later on I thought to myself why didn't I go  
16       on in the building after these people? As it turns  
17       out, there was an article in the Washington Post about  
18       a lady who was talking about a fireman with a fire  
19       extinguisher. I don't think -- I do not remember  
20       making contact with anybody.

21       It could very well be that I did not. But she is

1 describing things that I remember. I remember her  
2 clapping her hands and talking. I would say she was 35  
3 to 40 years old and did not appear to be in any  
4 distress. And I just kept talking to her.

5 But I do not remember making any physical contact  
6 with her or seeing her. I don't know how many people  
7 might have been with her. That's the end of that story  
8 I guess.

9 **MR. SHELLENBERGER:** Did you have any breathing  
10 apparatus on?

11 **MR. WALLACE:** No, I never had a breathing  
12 apparatus on. I never had a helmet on all during this,  
13 and I never had gloves on.

14 **MR. SHELLENBERGER:** How long was it from the  
15 explosion to when you went back in the building with  
16 the fire extinguisher?

17 **MR. WALLACE:** Maybe ten minutes, maybe. Yeah, I'm  
18 just guessing.

19 **MR. SHELLENBERGER:** Did it take you that long to  
20 get the people out of the building afterwards?

21 **MR. WALLACE:** I would say I don't think we did

1 that any longer than ten minutes I would say. The  
2 results though -- of course, there were windows above  
3 us there.

4 One of the things I thought of when we were  
5 working was I thought of ladders on the fire truck.  
6 Well, that truck that we had down there does not have  
7 any ladders on it. However -- and that was my thought,  
8 "Well shit, we don't have any ladders."

9 However, there were actually two ladders in the  
10 fire station. It never occurred to me to use these.  
11 We had a small, very portable ladder that one person  
12 could operate, and we had about a 24-foot extension  
13 ladder.

14 However, it never was brought to my attention that  
15 there were people on the upper floors that needed to  
16 get out of the building and could have gotten out of  
17 the building if they had had a ladder. That never -- I  
18 never saw that.

19 So I guess that didn't matter. Ladders didn't  
20 enter into it. Maybe the people that were that much --  
21 just one floor away from it were in better shape and

1 were less injured as a result of the impact and were  
2 able to go out another way like go down hallways to the  
3 north and south of the blast area. And --

4 **MR. SHELLENBERGER:** Was the Pentagon collapsed at  
5 that time?

6 **MR. WALLACE:** No. That didn't happen until about  
7 a half later after the incident. At the time of the  
8 collapse, and I know I'm getting a little farther  
9 ahead, at the time of the collapse we had just moved  
10 our big monitor nozzle, a big deluch (phonetic) gun  
11 about 35 or see feet closer to the building.

12 I had taken a 50 foot section of four inch hose  
13 off the engine. We had shut that line down. We had  
14 taken a hose, taken the gun off of it, plugged the hose  
15 onto it, straightened out the hose and plugged the  
16 other end of the hose onto the deluch gun. And we had  
17 moved it closer to the building.

18 And just about that time I think CPT Gilroy  
19 mentioned that he thought he saw the building, the  
20 cornice of the building, move. And he looked at it  
21 again and he said something and he looked back again

1 and all of a sudden just the very top of it dropped  
2 down. And that's when they started to call for people  
3 to back up.

4 Well, we were actually in a safe -- we were still  
5 probably about fifty feet from the building. And the  
6 building's probably about sixty feet higher right  
7 there, sixty or seventy feet high right there. So --  
8 and we weren't working in front of the collapsed area.

9 We were to the north of that. We were actually right  
10 in front of the fire truck. So I'm going to back up  
11 now.

12 Once I got done with -- once I walked out of the  
13 there with the fire extinguisher, I guess I walked out  
14 with the fire extinguisher, one of the things that when  
15 we were taking people out of the building I had walked  
16 this one lady out toward the helipad and I said -- and  
17 I think somebody else was there and I said, "I need you  
18 to help take this lady out to the guardrail, clear out  
19 to the highway" which was probably 150 to 175 feet away  
20 from the -- 150 to 175 yards away from the side of the  
21 Pentagon.



1       And as I turned around there were two guys or  
2       possibly three guys carrying this one fellow who was  
3       not responsive. He appeared to be almost unconscious.

4       His arms were up in the air like this. They were  
5       having a hard time carrying this fellow.

6       So that's when I lent my arm, my right arm, and  
7       put my arm underneath his waist or torso or something  
8       and began to carry -- we carried him from there, which  
9       was between the fire house and the helipad. We carried  
10      him from there clear out to the guardrail and laid him  
11      down.

12      And then I went back to the building. I remember  
13      stepping over the yellow fire hose. And at the time I  
14      didn't realize that that yellow fire hose was ours. It  
15      was -- I mean, what that should have meant to me was  
16      our people were here. We have laid the four inch  
17      supply hose and our people are here, you know?

18      At the time I didn't think of it that way. I just  
19      remembered seeing it and stepping over it and going  
20      back to the building. So we worked there and got the  
21      people out of the building as best we could. I finally

1 got dressed, used the fire extinguishers.

2 And then by this point we've got people coming up  
3 into our area with a hand line, a hose with a nozzle on  
4 it, and they are going to be attacking the fire in this  
5 area. That was Jimmy Angerette (phonetic) and his  
6 crew.

7 And so at that point I pretty much went into a  
8 gopher mode. I started running errands. Jimmy needed  
9 a different nozzle tip for the nozzle he was using so I  
10 ran out to the engine. Dennis Young at this time was  
11 on top of the engine and he was getting ready. He was  
12 either setting the deluch gun or they were getting  
13 ready to take it off of the truck and had it down to  
14 the ground and move it closer to the building.

15 But I asked Dennis to give me the tip, the very  
16 end tip on the end of this big stack of nozzles. As  
17 you unscrew the tips the one below it gets bigger and  
18 bigger and bigger. They're about this long. And so I  
19 took that tip back out to Jimmy Angerette and gave it  
20 to him for his people.

21 Shortly after that I think I took the third

1 breathing apparatus off the truck. I began to take the  
2 hose off the crash truck, not so much because I didn't  
3 want it to burn up, but I could see where later on that  
4 afternoon there's a very good chance that we might need  
5 another 300 feet of hose.

6 So we had 150 feet of hose on each side of the  
7 truck, I took that off, two more fire extinguishers I  
8 took off; two air bottles; a portable lamp and an  
9 extension cord; I think another lamp and an extension  
10 cord; a section of four inch hose, 25 foot section of  
11 four inch hose; some tools, things like this.

12 I jumped up in the cab, got the breathing  
13 apparatus, was looking around for anything in there  
14 that we needed that I thought we could use. There were  
15 no portable radios in the cab. We don't keep them  
16 there. We keep them in the fire house. And Dennis  
17 Young had already removed those and brought those  
18 outside, out to this one safe area.

19 **MR. SHELLENBERGER:** Right.

20 **MR. WALLACE:** I have a question for you.

21 **MR. SHELLENBERGER:** Yeah.

1           **MR. WALLACE:** Where did you keep your fire pants?

2       Are they on the -- and your jacket and your helmet --  
3       all on the truck or --

4           **MR. SHELLENBERGER:** No. My pants were sitting  
5       right in the -- well, I'll tell you where they were  
6       when I found them. They should have been over closer  
7       to the west wall of the fire house. I was the person  
8       in charge that day of the crew.

9           **MR. WALLACE:** Right.

10          **MR. SHELLENBERGER:** And I would have been sitting  
11       in the extreme right, the officer's seat. And so I  
12       would keep my pants there. My helmet and mask would  
13       have been on the dash of the truck. Actually, the mask  
14       would have been plugged into the hose that comes from  
15       the breathing apparatus. It's just a good way to keep  
16       them together.

17               So if you pick them up and you walk away from the  
18       truck, you've got the mask -- you can't use the thing  
19       if you don't have the mask. Everybody has their own,  
20       and I had mine. My coat would have been hanging on a  
21       nail or standing up, just standing -- it's got a lot of

1 junk in the pockets and stuff. I could very easy just  
2 set it there, lean it up against the wall and it would  
3 stay there like an old pair of pants that somebody  
4 hadn't washed for two years.

5 So that's where they were. And once again, the  
6 helmet and the sock hood that I wore later was, I  
7 always keep it in the top of my boots and the pants  
8 were folded down.

9 So I was going to put them on. The first thing I  
10 do is put the sock hood on. Normally I would step into  
11 the boots, pull the pants up, put the suspenders on,  
12 pull the sock hood up over top of my head and make sure  
13 that it's down, put the coat on over top of that and  
14 then pull the sock hood down.

15 What this thing does is protects your neck and  
16 kind of isolates you a little bit more from a serious  
17 situation. Race car drivers use them.

18 **MR. SHELLENBERGER:** Right.

19 **MR. WALLACE:** You've probably seen them before.

20 **MR. SHELLENBERGER:** Mm-hmm, yes, I have seen them.

21 **MR. WALLACE:** How you doing?

1       **MR. SHELLENBERGER:** Oh, we're doing good.

2       **MR. WALLACE:** Like I say, at this point I was  
3 pretty much in a gopher mode, and I was just doing  
4 anything I could do to stay busy. By this time I think  
5 when I helped carry this guy with my left arm -- my  
6 right arm, I was aware that there was something, my  
7 left arm or something about it was not working like I  
8 thought it should.

9       And then later on when I went to -- I could not  
10 unscrew the hose from the connection on the side of the  
11 truck so that I could completely separate the hose from  
12 the fire truck and take it out of that compartment.

13       So I ended up using a wrench, an expanded wrench,  
14 and loosening it up and then I unscrewed it and then I  
15 drug the first one out in about three different -- and  
16 then I got a couple of GIs to help me. I did the  
17 second one also, but I had the GIs just pick up the  
18 hose in a bundle and carry it out to the helipad out by  
19 the engine and lay it there.

20       So that's how -- and then everything else I was  
21 able to just carry them in my arms to carry them.

1       **MR. SHELLENBERGER:** Right.

2       **MR. WALLACE:** And then, this is pretty much what I  
3 did from then on up until the time of the second  
4 collapse warning. So they moved us back and then we  
5 waited maybe for, I don't know, a while, ten minutes.  
6 And then we moved back and continued to put water on  
7 the fire and do what we could.

8       And there were people carrying -- there were GIs  
9 carrying five gallon foam cans out of the fire house  
10 and carrying them out to the crash truck so that we  
11 could replenish the foam that was going to be used off  
12 of the -- or not the crash truck but out to our first  
13 engine in there, that would be rescue engine 161.

14       And we must have had like 65 gallon -- that would  
15 be like 3,000 gallons of foam. That would be 300, I'm  
16 sorry, 300 gallons of concentrated liquid foam, which  
17 is mixed with water at about a 3 percent solution or  
18 so.

19       When we moved back the second time we were all  
20 like in a -- we were out by the guardrail and Gilroy  
21 was there and I think all the crews were, we were all

1 right there together. There was about 10 or 12 or 15  
2 of us. And Gilroy is talking and I guess he finally  
3 realizes that I'm not, I don't know what it is, and he  
4 said, "Are you all right?" and I said, "No, I don't  
5 think I am."

6 And Mark Skipper I think said, "I think Al got  
7 quite a bit of smoke." And then Gilroy asked me was I  
8 okay and I said, "No, I don't think I am." And he  
9 said, "What's wrong with you?" And I said, "I'm  
10 burned."

11 So they started to take my fire coat off. And  
12 Mark was the same -- and Mark, incidentally, his  
13 injuries to his arms were almost identical to mine. So  
14 they took my fire coat off and I said, "Hey, be careful  
15 with my arm here. My damn arm might even be broke."

16 So then they began to check my had and arm and  
17 doing all this stuff. And I said, "Yeah, that's okay.

18 That's okay." And they moved my arm or something and  
19 then I realized that it was up here, it was in my  
20 shoulder area, not my arm.

21 And then I began to -- then the burns were, they



1 weren't very much. They were, you know, both arms were  
2 red and this one was really scratched up. I had a big  
3 scrape on my stomach and a scrape on my chin from where  
4 I went sailing under the truck I believe, I would  
5 imagine.

6       So pretty much after that point there Mark and I  
7 were just about taken about of the picture. They put  
8 us in the med unit, an Arlington medic unit. The  
9 fellows there put wet dressings on my arms and I think  
10 Mark's. And they took us back to the triage area and  
11 dropped us off there. We were like the least -- we  
12 would have been classified as the lease wounded.

13       So we were there for probably two hours or two and  
14 a half hours, at which time we started -- we ran into  
15 the people who were in the control tower. And I had  
16 completely forgotten about them. It never occurred to  
17 me that they were -- I never once thought about them.

18       Fortunately, they weren't seriously injured. But  
19 there was two people there, a young woman who I don't  
20 believe had any physical injuries, and a young man who  
21 had cuts and burns to his hand just like Mark and I

1 did. So the three of us were wrapped up. The young  
2 lady was okay.

3 -- And Dennis Young, our third man, apparently had  
4 twisted his ankle sometime during all this event. So I  
5 don't think Dennis was taken to the hospital, certainly  
6 not with Mark and I. We ended up while we were in the  
7 triage area we started talking to some of the medical  
8 people and answering questions.

9 And then pretty soon we started being interviewed  
10 by people with gold badges on their belts. I don't  
11 know who the hell they were, FBI, or I just don't know  
12 who they were. And I think all of us talked to  
13 somebody individually. And we all ended up getting  
14 somebody's business card. I think I got a couple of  
15 them.

16 Eventually Mark and I were taken along with about  
17 six or seven -- I think there was eight of us in the  
18 truck. A medic unit, a transport unit, took Mark and  
19 myself and six other people. One guy was on a cot. I  
20 guess the rest of them were seated in the vehicles, a  
21 big vehicles. They took us to Arlington Hospital where

1 we were -- they washed our arms and checked us out. We  
2 were there -- I think they took an x-ray of Mark. They  
3 didn't take one of me.

4 And we ended up probably being in the hospital for  
5 about an hour and a half. We commandeered a security  
6 officer there who, the guy was running hospital  
7 security I would say, asked him if he couldn't figure  
8 out a way to get us back to Fort Myer. And he was able  
9 to find one of his people there who had a Jeep, and she  
10 took Mark and I back to Fort Myer.

11 And they dropped us off down here at the bottom of  
12 the hill because the traffic was all backed up, as you  
13 can imagine. The girl turned the Jeep around and went  
14 back to the hospital and Mark and I walked in the gate,  
15 the right gate, and we got a ride to the top of the  
16 hill.

17 **MR. SHELLENBERGER:** Right.

18 **MR. WALLACE:** That's pretty much it. How's that?

19 **MR. SHELLENBERGER:** That's pretty good. A couple  
20 of questions though. When you got the phone call from  
21 your captain were you in the process of doing some

1 preparations in case there was anything beforehand?

2 **MR. WALLACE:** No.

3 **MR. SHELLENBERGER:** Just --

4 **MR. WALLACE:** The reason I had moved the fire  
5 truck outside -- I had done this also the day before.  
6 One of the problems -- I don't think I mentioned this  
7 and you may not be aware of this. President Bush had  
8 left the heliport the day before. He was returning on  
9 Tuesday about noon. Tuesday was the day of the  
10 attacks.

11 One of the problems that you run into -- it's  
12 always been an annoyance to me and as far as I'm  
13 concerned it is a problem, when you see -- when we have  
14 these important standby's like President or Vice  
15 President or visiting heads of state -- you've got to  
16 quit?

17 **MR. SHELLENBERGER:** No, go on. I'm just checking  
18 to see how much time we have left. You're fine, go  
19 ahead.

20 **MR. WALLACE:** Okay. One of the problems you have  
21 is you have all these Secret Service vehicles in there.

1 And, of course, they all think they have to be there.

2 And there always seems to be a lot of confusion there.

3 And there's always more people there than needs to be,  
4 and there's people around the helicopter when the  
5 rotors are turning that do not need to be anywhere near  
6 it.

7 If anything would ever happen and one of those  
8 rotors would come off of there or something or anything  
9 else, I mean, these people, number one, are in the way.  
10 They take the chance of being ran over by an emergency  
11 vehicle. Number two, if it happened to be something  
12 like a rotor, I mean, they could very easily be killed.

13 The press people, I wouldn't think twice about it  
14 if one of them got chopped in half. Whoever hears this  
15 that's just the way I feel about it. However, it's  
16 always annoyed me that they have these young Marines  
17 standing out there for no reason.

18 That helicopter pilot is capable of landing an  
19 airplane. He doesn't need a Marine out there. There's  
20 no need for that young man to be there. And I'm sure  
21 he's just there because somebody has told him to be

1     there. I think that should be changed.

2             So anyway, one of the things we have had problems  
3     with ~~before is~~ if you don't get the fire truck out of  
4     the fire station and put it in an area where you can  
5     use it or it's in an area where you can respond, you're  
6     going to find yourself blocked in with three or four  
7     Secret Service vehicles.

8             And as it has happened in the past, nobody seems  
9     to know who's driving the one that's parked, you know,  
10    that has to be moved first. So that was the biggest  
11    reason that I had pulled the fire truck out of the  
12    station and backed it just like this and backed it back  
13    to the Pentagon.

14            There was about 20 or so feet of space between the  
15    right side of the fire truck and the apparatus doors of  
16    the Pentagon fire house. That way at least the fire  
17    truck is not, you know, and if we would have gotten it  
18    blocked in then we would have had to move these  
19    vehicles, pull the fire truck out and put it in an  
20    appropriate place. It's just something that I  
21    anticipated.

1       A week or so before this I was down there and we  
2       had a young Secret Service fellow and he asked us a few  
3       questions. He said, "You guys see any problems?" And  
4       I mentioned these things to him. And he said, "Oh, our  
5       people never park their vehicles in front of your fire  
6       truck."

7       So the day before I was sitting in the fire truck  
8       with my camera. Here comes one of those big, black  
9       carry-alls, pulls right up in front of the fire truck.  
10      And I take the camera. I got a picture of the damn  
11      guy's license plate. You can see the wiper blade on  
12      the fire truck. And, of course, you can see -- I think  
13      -- I don't think you can see anything else other than  
14      the front of the fire truck. But they do park there,  
15      okay? So --

16       **MR. SHELLENBERGER:** Are they going to put the fire  
17      station back where it was?

18       **MR. WALLACE:** I haven't heard anything more about  
19      that. Right now that building is being used as a  
20      contractor's trailer where they keep the blueprint  
21      tables and stuff like that. I've heard that the

1 building is not going to be salvageable as far as being  
2 inhabited, especially the upper floor.

3 **VOICE:** Hey, Big Al?

4 **MR. WALLACE:** Hey, buddy?

5 **VOICE:** The doctor's office is on the phone.

6 (Off the record.)

7 **MR. SHELLENBERGER:** -- you say?

8 **MR. WALLACE:** Fire house. I can't tell you what  
9 they're going to do with the building. I've heard that  
10 they think it's salvageable and then later on they  
11 thought no it's not.

12 One of the comments that is worth me remembering,  
13 I guess after the engineers got in there and began to  
14 look at the building and the damage to the Pentagon as  
15 well as the damage to the fire house, the fire house  
16 was trashed. The cabinets in it come down off the  
17 walls. Dennis Young was almost at the extreme end of  
18 the fire house, and the damn ceiling came down on him.  
19 The duct work came down. The heater came down. The  
20 fire alarms, the strobe lights were going off and  
21 buzzing. The power was out of the building. The fire



1 house was trashed.

2 One of the comments that one of the engineers made  
3 regarding the position of the fire truck, if it had not  
4 been parked where I parked it, not because I parked it  
5 there, but if it had not been parked where it was, they  
6 feel that the fire house would have been leveled.

7 I always felt that if the fire truck hadn't had  
8 been where it was at the time of the impact of the  
9 crash of the attack, that at very lease the three  
10 people in the fire house -- Dennis Young who was in the  
11 fire house and the other two people who were in the  
12 control tower would have been more seriously injured.

13 And I would certainly not disagree with this  
14 fellow's estimate that the fire house would have been  
15 leveled. And if that was the case, I just don't think  
16 that the three of them would have survived. We would  
17 have been -- Mark and I might have -- if the fire truck  
18 hadn't have been there, about the only other option  
19 would have been still in the station or Mark and I  
20 would have been in it someplace. If it wasn't where I  
21 had it and it wasn't in the fire station, then chances

1 are Mark and I would have been in it and we would have  
2 been doing something.

3 That meant that the fire house would have been  
4 much more damaged, as we mentioned. However, the fire  
5 truck might have been completely salvageable at that  
6 point. We may have been able to put the agent and  
7 foam, water and foam, on the fire.

8 It may not have saved any lives, but I do feel  
9 that it would have -- being able to be on top of it  
10 that fast we would have been able to make a big  
11 difference in how fast the fire was spread. You know,  
12 we would have been able to cool a lot of stuff quick.

13 And -- but then again, in so many of these  
14 scenarios that I've somewhat concocted myself later on,  
15 a couple of days later, all pointed back to the fact  
16 that the fire truck needed to be where it was at the  
17 time of the attack or we all might have been killed. I  
18 mean, we have some pretty good pictures of it. And you  
19 may not have seen them, but I'll make sure that you see  
20 this before and after picture before you leave here.

21 **MR. SHELLENBERGER:** Okay.

1           **MR. WALLACE:** It shows the nice, new shiny fire  
2 truck in the top, and down at the bottom you see the  
3 ground is completely littered with debris from the  
4 aircraft, tiny pieces of metal I guess everywhere. And  
5 the whole driver's side of the truck is just  
6 pulverized, burned. The back end of it was crushed.

7           They believe that the tip of the wing actually hit  
8 the back of the fire truck, went on up and hit the  
9 building and then bounced off the building and hit the  
10 fire station. And the magnolia tree behind the fire  
11 station in the nice, new picture has nice, pretty green  
12 leaves on it. Now, it's just an old, black tree there,  
13 you know.

14          All this stuff was on fire when we were working  
15 there. The black top was on fire and a lot of this  
16 metal was on fire. The fire truck was -- the back end  
17 of the fire truck was blazing. I told this story to  
18 the boys back in Ohio when I went back there, some of  
19 the gang I went to school with. And they compared it  
20 to -- they --

21                       (End of tape 1, side A.)

1       **MR. SHELLENBERGER:** So you were talking about your  
2 boys back in Ohio.

3       **MR. WALLACE:** Oh, yeah. Ed Cozar (phonetic) is a  
4 pretty rough fellow, a heathen looking guy. When I  
5 drew these sketches of this he said, "My God" he said,  
6 "if you could have got that" -- my brother said, my  
7 brother Bruce said, "Man, I guess that would have  
8 really been good if you could have got that fire truck  
9 moved and got in there and done what you wanted to do  
10 with it." He said, "That really might have made a  
11 difference." And I said, "Well, I always felt that it  
12 would have made some difference."

13       And Ed Cozar said, "Yeah, I can just picture that  
14 damn fire truck being on fire like that and blazing in  
15 the back." And I had already mentioned that the wheels  
16 were like this. You can see that in the pictures.

17       However, it didn't mean that the damn thing  
18 wouldn't go. It just -- I didn't know until I tried  
19 it. And I didn't have any hesitation at all about  
20 jumping back in that damn truck. But Ed Cozar said, he  
21 said, "Hell, if you could have got that thing" he said,

1 "I can just see you now pulling that thing out, the  
2 back end of it blazing, the smoke blowing off of it."

3 He said, "You would have looked like something out  
4 of Mad Max or one of them kind of them damn tires going  
5 around and, you know, the tires are going around like  
6 this."

7 **MR. SHELLENBERGER:** Yeah, oscillating.

8 **MR. WALLACE:** Yeah, like they do in the Three  
9 Stooges movies and shit, you know. That was a cute  
10 comment. I remember that.

11 Like I say, if we could have done that I do think  
12 that it would have made a difference in how fast the  
13 fire spread because we would have been able to cool so  
14 much that was still concentrated in an area.

15 I mean, there would have been some fires going out  
16 through there. But a situation like that I think the  
17 water would have been more beneficial than the foam,  
18 just the fact that you can cool so much. That's what  
19 puts out those kind of fires is lower the temperature  
20 of what has potential to burn. I'll say this.

21 I would say that 60 percent of the fuel on that

1 particular aircraft, and it was a Boeing 757, is  
2 probably carried in the wings. I know that a lot of  
3 the fuel was probably consumed on the outside of the  
4 building when the wings slapped up against the  
5 building.

6 I'm sure that a lot of the fuel was probably  
7 projected into the building through the first floor  
8 windows there. But then again, a lot of it -- a lot of  
9 those windows were still intact down through there.  
10 And so maybe a lot of the fuel was expended on the  
11 outside of the building. That possibly might have been  
12 a blessing, you know?

13 It would have made a big difference in the  
14 intensity of the fire inside. If that thing would have  
15 gone on through there with we'll say -- I'm just  
16 guessing, I would say that thing probably carries  
17 12,000 gallons of fuel loaded. And they were going  
18 from Dulles to San Francisco I think, something like  
19 that. I'm just guessing. I'd say that's 12,000 would  
20 be about 40,000 pounds of fuel. Is that right?

21 **MR. SHELLENBERGER:** I'm not sure --

1       **MR. WALLACE:** No, that's not right. That's not  
2 right.

3       **MR. SHELLENBERGER:** -- what the weight of the --

4       **MR. WALLACE:** We always figured 6.6 per gallon.  
5 So every thousand would be 6,600 pounds. It doesn't  
6 matter.

7       **MR. SHELLENBERGER:** Right. That would be  
8 66,000 --

9       **MR. WALLACE:** Pretty close to 72,000.

10       **MR. SHELLENBERGER:** 72,000.

11       **MR. WALLACE:** Yeah, 60/70,000. I'm just guessing.  
12 I don't even know what the fuel capacity of the damn  
13 thing is. I'm just guessing. I know the 135 tankers  
14 when they were -- they had the capacity to hold 31.6  
15 thousand. KC-10 holds almost 50,000.

16       **MR. SHELLENBERGER:** But don't they have a -- is  
17 that the wings or just their reserve tank?

18       **MR. WALLACE:** That's everything.

19       **MR. SHELLENBERGER:** Everything?

20       **MR. WALLACE:** Yeah. Those things -- those 135  
21 tankers were designed to be able to empty all the fuel

1 off of them. And then to refuel like on this type of  
2 thinking that this SAC (phonetic) warfare back in the  
3 '60s in the cold war era.

4 Two of these 135 tankers were designed to refuel  
5 B-52s and send them to Russia. And when the 135s were  
6 out of fuel, the 135s went down. That was the end of  
7 them. That was the way the mission was concocted  
8 supposedly. I don't think that ever happened. We used  
9 to work with 135 tankers. It was a nice airplane to  
10 work in, it was clean. It was relatively easy to get  
11 into.

12 We had several emergencies. We had one before I  
13 started working where we they had a SAC alert one  
14 morning and two of them ran into each other. Just like  
15 this, they were coming out of the pits and one of them  
16 was turning like this and the other one comes out.

17 And his wing -- the wing of one, the left wing of  
18 one, slices through the avionics panel, which is up on  
19 the flight deck. And the two planes were actually  
20 hooked together and still moving. And a guy named  
21 Blackwell, a young Air Force captain, eventually died.



1 He was from our area. I didn't know him.

2 I ended up knowing wife. [REDACTED]

3 [REDACTED]

4 [REDACTED]

5 [REDACTED]

6 [REDACTED] Yeah. Yeah, I guess that's -- can you

7 think of anything else, to answer your question that

8 you asked?

9 MR. SHELLENBERGER: Is there anything you learned  
10 in this experience that you think --

11 MR. WALLACE: Well --

12 MR. SHELLENBERGER: -- would be valuable to --

13 MR. WALLACE: -- I never doubted that at any time  
14 I could be in a serious situation. I mean, I could  
15 have been just as easily injured and more seriously  
16 injured in a house fire, you know, working in -- I  
17 mean, these are the things that go along with the job.  
18 I never doubted.

19 I never thought that something like this wouldn't  
20 happen to me because we worked at Fort Myer and we  
21 don't have a lot of fires. And that's typical for

1 Armed Forces installations. They do not have a lot of  
2 fires. This is a little different situation.

3 I always felt that when I come to work -- I get  
4 here early, I get here at 5:30 in the morning. When  
5 I'm on that truck I've got -- everything that I'm going  
6 to have with me on that truck is on that truck, mask,  
7 extra clothes, extra gloves, a small tool kit,  
8 everything, names tags, everything that I need is on  
9 that fire truck.

10 And this is the way I do it every time. As a  
11 matter of fact, I think I had mentioned to Mark and  
12 Dennis, "Be sure and put your name tags" -- I said to  
13 Dennis, "Make sure you take your name tags with you."  
14 Dennis and Mark and I, all three, had our name tags on  
15 this card, it's called a passport, on the dash of the  
16 truck. What these things -- there's two of them.  
17 They're both scotch -- not scotch -- that sticky stuff,  
18 you know?

19 **MR. SHELLENBERGER:** Velcro?

20 **MR. WALLACE:** Velcro. If we had an incident and I  
21 would have been a little bit more composed, I would

1 have taken this thing and given it to either, whoever  
2 was in charge. It could have been one of our people  
3 like CPT Gilroy, or it could have been a chief from  
4 Arlington or Alexandria or National Airport or whoever  
5 else was in there.

6 But I could have given this thing. It has the  
7 names of three fire fighters that are identified as  
8 Fort Myer and what vehicle they're on. It's Foam 161,  
9 me, Mark Skipper and Dennis Young. And that guy knows  
10 that he has got these three people available to him.  
11 There's two of them, two of those things.

12 I think -- well anyway, they both end up at the  
13 command post. And that's how they keep track of people  
14 on the fire ground. Everybody around here has them,  
15 Arlington, Alexandria, everyone. They have some sort  
16 of system like that.

17 But I take this serious. I knew that we work with  
18 a variety of products. We work with, you know, the  
19 potential for a fire, building collapse. We work like  
20 with Arlington Cemetery where we have large groups of  
21 people. You know, I take this serious. I try and keep

1 that frame of mind when I'm here. Yeah, I'm sure I  
2 learned a lot of things about this.

3 Once again, I had mentioned I'm the oldest guy  
4 here. I'm 55 years old. I'm in pretty good shape. I  
5 run and walk every day quite a bit, you know, from here  
6 to the Capitol building and back. I like being out. I  
7 enjoy talking to people. I think it's probably  
8 necessary -- it's a necessary activity for my  
9 personality. It's just easy for me to do.

10 **MR. SHELLENBERGER:** And one more question. Is  
11 there anything that you have changed differently in  
12 your job here since that happened? Do you realize that  
13 maybe if I would have done this differently or if we  
14 would have set something else up differently it might  
15 be more efficient or better?

16 **MR. WALLACE:** I can think of several things that I  
17 was surprised that I didn't think of at the time. A  
18 moment ago I mentioned about the ladders. You know,  
19 just the fact that I thought of them, that was okay.  
20 And the reason that thinking came to an end was because  
21 I was thinking there are no ladders on that fire truck.

1 And that's the case, there's no room for them.

2 However, again, there's two ladders in the fire  
3 station.

4 Another thing that I thought we could have done,  
5 Mark or Dennis or I could have ran into the fire  
6 station, got the keys to the van. We could have used  
7 the van as a vehicle to transport these people from  
8 right there at the apparatus doors of the fire station  
9 all the way out to the guard rail and then drive back.

10 You know, we could have moved people like that. I  
11 don't know how much that would have helped. Would it  
12 have -- I don't know if it would have helped or not.

13 Another thing that I did not think of at that  
14 time, right there on the corner of the fire station,  
15 less than 20 feet from the Pentagon, is an outside  
16 spigot with about 75 feet of garden hose. We have 100  
17 pound water pressure down there at that facility. It  
18 never occurred to me to use that garden hose.

19 Now, these situations may not occur in a lifetime,  
20 but these were things that I thought of later. These  
21 were the things that we didn't do. You think, "Well,

1    what the hell, you know, you just had, you know, 10,000  
2    gallons of jet fuel crash into the side of the building  
3    there, you know, what do you think you're going to do  
4    with a garden hose?"

5           Well, I know that I could have -- like after I got  
6    done with those fire extinguishers -- I know I could  
7    have put out some of the fire in that area. It could  
8    very well be that someone else is coming on into that  
9    area after the fact and would have had a better chance  
10   of getting out of that area possibly.

11          But just the fact that the garden hose was right  
12   there, it never crossed my mind to use that garden  
13   hose. It could have well been that the garden hose was  
14   full of holes as a result of being hit with this flying  
15   debris.

16          But it never crossed -- and it was right there  
17   behind us all the time rolled up 15 feet away from us.

18    It never occurred to me to use it. It might not have  
19    made any difference. These are just, you know, there's  
20    nothing wrong with having feelings like this.

21          It's just some more of the ammunition you can add

1 to your list of experiences down the road. One of  
2 these days you might run into a situation or think of  
3 something else and it may be beneficial to you.

4 **MR. SHELLENBERGER:** Next time you think, "Oh,  
5 there is a garden hose here somewhere."

6 **MR. WALLACE:** Yeah. Another thing is I could have  
7 -- we could have got the keys to that van. I could  
8 have designated. And we had many people. I could have  
9 designated somebody to drive that van and I could have  
10 been doing something else. I never was in a mode where  
11 I was directing people.

12 There just wasn't any -- it just wasn't -- I just  
13 think, I don't know, it never occurred to me to be  
14 running things or telling people what to do. The only  
15 people I told to do something initially were a couple  
16 of girls to help walk these people out away from the  
17 building because I did not -- I felt that I didn't have  
18 time to walk them out there. And I was more beneficial  
19 being back here beside the building trying to help lift  
20 these people out of the window.

21 **MR. SHELLENBERGER:** Do you think -- everything was

1   happening so fast. Did you think you had time to go in  
2   and get the ladder or go find the garden hose and test  
3   it or what not? I mean, everything was happening so  
4   quickly.

5       **MR. WALLACE:** Yeah. The ladders, I only thought  
6   of the ladders that one time. I did not realize they  
7   were in the fire station until an hour or two later,  
8   maybe three or four hours later, but they were in the  
9   fire station.

10       But then again, it was never brought to my  
11   attention either by somebody else or by a possible  
12   victim that somebody needed to get out of the building  
13   from any of the upper floors. I just don't remember  
14   that. And I mentioned this one of the other guys and  
15   they said, "You know, I don't remember anybody saying  
16   they were on the upper floors trying to get out of the  
17   building."

18       **MR. SHELLENBERGER:** Where did the plane actually  
19   strike the building at, which floor did it strike it  
20   at?

21       **MR. WALLACE:** It went right through the first



1 floor windows, yeah. You see where the hole is where  
2 the big hole is now?

3 **MR. SHELLENBERGER:** Right.

4 **MR. WALLACE:** There's been quite a bit of debris  
5 down there. I'll draw you a sketch of thing if we can  
6 find something. You've got a pencil? The building  
7 looked like this. And these will be the angles on it  
8 here. The fire house was right about like that. The  
9 van was parked right about here like that. There's a  
10 door that goes in the fire house here. This is the  
11 apparatus door. There's a concrete pad that comes out  
12 like this. And I had pulled the fire truck out like  
13 this --

14 **MR. SHELLENBERGER:** Mm-hmm.

15 **MR. WALLACE:** -- and backed it in right along that  
16 edge right there just like that. And that was the fire  
17 truck. There were two other passenger vehicles over  
18 here that belonged to people in the control tower. The  
19 control tower sits here like this up on top of the  
20 building.

21 **MR. SHELLENBERGER:** Right.

1       **MR. WALLACE:** The glass building was like this.

2       **MR. SHELLENBERGER:** Oh, I've been down to the  
3 building already. I went through it.

4       **MR. WALLACE:** Something like that. Something like  
5 that.

6       **MR. SHELLENBERGER:** Right.

7       **MR. WALLACE:** The aircraft actually hit -- it was  
8 probably right about -- when I saw it it was right  
9 about here. It was coming at about a 45 degree angle  
10 to the building and it hit right about here. Mark and  
11 I had been back here again working here. The garden  
12 hose is right there.

13       The ladders were -- as a matter of fact, I even  
14 moved the ladders that morning and swept underneath  
15 them, the big one, the big ladder. The other ladder  
16 you can just pick it up and move it. Mark and I had  
17 walked up like this and we were somewhere in front of  
18 this line right here, okay, this line right here.  
19 Because if we had been back here we couldn't have seen  
20 it. We never heard the airplane until after we had  
21 seen it.

1       And the first thing I remember hearing was the  
2       noise of the engines, what I could imagine were the  
3       engines. ~~It was~~ a loud, scary, terrible noise, yeah.  
4       And then I guess I do remember -- because I remember  
5       saying to myself, "Well, now the damn plane has hit the  
6       building."

7       Because I heard then it was the crash. I cannot  
8       tell you how loud it was or what it sounded like. I  
9       cannot remember that now. And that was one of the  
10      things that very quickly seemed to fade from my  
11      memories.

12      But anyway, the helipad is like, let's see, it's  
13      kind of like that. It goes over this way, comes out  
14      this way. There's a big "H" on it like that. And then  
15      this is north. And so when Mark took off he ran out  
16      this way. When I took off I ran straight up along here  
17      like that. I got -- I mean, I thought I was on fire  
18      before I ever got to the van. That's when I hit the  
19      ground. And I thought, "Well shit, this is a good  
20      place to duck under, under here."

21      Like I say, there seemed to be a lot -- there was

1 a lot of pressure and there was a lot of heat. And I  
2 don't know if it was just hot air or, you know, I feel  
3 that's probably what it was or the fire ball. I do not  
4 feel that it was a big blast of like maybe 100 to 200  
5 gallons of jet fuel engulfing me. I never thought  
6 that. I never thought I would die. I did think, "My  
7 God, are we going to burn up?"

8 But I didn't think I was going to die. So I ran  
9 out of the front of the van. Mark is out here  
10 somewhere. I ran over to him, talked to him and then  
11 ran right back to the fire truck. I would say within  
12 20 seconds of the time the plane hit the building I had  
13 that fire truck running. And that's pretty much what  
14 it looked like.

15 **MR. SHELLENBERGER:** When it hit the building there  
16 did it damage the floors above the first level --

17 **MR. WALLACE:** Yeah.

18 **MR. SHELLENBERGER:** -- at that time?

19 **MR. WALLACE:** Yeah, I'm sure it did. But there  
20 was a lot of people working in areas above that that  
21 were not -- I think most of the people that were killed

1 were killed on the first floor. I -- don't quote me on  
2 that.

3 **MR. SHELLENBERGER:** Yeah. Are you done with this?

4 **MR. WALLACE:** Yeah, I'm done, done with all this.

5 **MR. SHELLENBERGER:** Can I have that --

6 **MR. WALLACE:** Oh, yeah.

7 **MR. SHELLENBERGER:** -- that diagram?

8 **MR. WALLACE:** Yeah, I'll make a good one for you  
9 if you want it. Like I say, I ran out to here. I  
10 don't remember Mark moving until I got out to him. He  
11 was pretty well stunned I think by all this. And just  
12 like -- I think we all were.

13 But I cannot tell you how pleased I am I think  
14 with the way that everything went, what we as a crew  
15 were able to do, the three of us, what we were able to  
16 do as individuals, you know. And first of all, all  
17 three of us pretty much -- what we did I guess to  
18 survive this and then be able to continue on and be of  
19 some value after the fact, after the crash.

20 And then all the work that our people did when we  
21 had the other companies arriving in here. I mean, this

1 stuff -- this is an exciting thing to be involved in.  
2 If a house fire, an auto fire, an auto wreck where  
3 you're working with the stuff that you've trained for.  
4 And, you know, you enjoy being in a position to help  
5 people.

6 Even if -- almost in every situation you're going  
7 to be in a position to do something to help somebody.  
8 And I'm just still I think overwhelmed with everything  
9 that we were all able to do. I'm just -- that's how I  
10 feel about it. I hope that helps.

11 **MR. SHELLENBERGER:** Okay. Is there anything else  
12 you'd like to add?

13 **MR. WALLACE:** Nah, that's good. Good enough for  
14 you?

15 (The interview was concluded.)

16 \* \* \* \* \*

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